

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:58 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 517 Const Calendar Day: 585 Date: 10-Jan-2014 Friday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: No Inspection

Shift Hours: 07:30 am 04:45 pm Break: 00:30 Over Time: 00:00

Federal ID:

Location:

Reviewer: Awal, Mohammad Approved Date: 30-May-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM 50 - 60 12 PM 60 - 70 4PM

Precipitation none

Condition Clear

Working Day ☒ If no, explain:**Diary:**

Dispute

**Work description.**

Friday, January 10th, 2014

Dutra 's work as explained on the previous day's report has moved to Alameda where they are to load up the remaining 7 modules on their barge. Mike Eddy/Jonathan, Dutra engineers anticipate that the work will resume by Wednesday.

Earlier this morning, I was informed by Ross Stuart, Paint QA, that there will be a walk-through with the paint foreman, Francisco Serrano thru the East and South shafts elevations 28 to 47 & 28 to 43, respectively. This buy-off walk-through, he added, was to take place at about 12:30. He told me that his plan is to begin at the base of the Tower and climb up through the East shaft and then once at El. 53, he will descend through the South shaft.

In the morning hours, I reviewed the Fender Plans, continued my conversations with the management (current and future) in regards to my new assignment, and getting information with regards to my appointment with Concentra, where I have to get tested for my lungs (respirometry.)

On the heels of the sudden verbal eviction notice from the RE, Bill Casey, yesterday afternoon, I was writing e-mails and making calls to various seniors for my future landing place. I talked to Mohamed Khadoura, Peter Strykers and a few other folks discussing job opportunities with them. I further discussed Bill Casey's decision with him and requested an extension beyond the February 1st drop-dead date. He said that he can only stretch the date by one week. I tried to rationalize that an important decision such as one's future assignment requires one to diligently assess myriad factors and is not a decision that can be made in haste. He did not want to hear any of that and recommended that I prioritize my choices and present it to him so he can help me move to my preferable landing spot. I did point out that there are folks on this Project to whom he has afforded the March 1st departure and expressed my utter dismay and surprise at his blatant bias toward me. He did not change his mind.

Yesterday, I expressed to him that I still had un-finished work with at least the fender erection, if not the paint, and would like to finish the work I started. He indicated that other folks can pick up the slack and that my services were no longer needed. I countered that although it was his prerogative to re-assign people or kick them off the job, he was being partial in his decision. I indicated that he is not considering the dedication and devotion of people like me when he re-assigns a mere "Joe blow" to a task that I have been carrying out for some time. It is a bad decision, I continued, to merely throw a warm body at a task, without any regards to the individuals' willingness, dedication, conviction, and knowledge of the task (all of which has to be weighed-in.) Ostensibly, he thought that I was tooting my own horn and pretending that he was not putting too much stock in my claim of my hard work when he uttered that "Saman, you are not a dying breed." I further explained that there are quite a few of his folks who are going to remain on the job although the demolition work will not begin for at least another 6 months!



## **Daily Diary Report by Bid Item**

**Job Name:** 04-0120F4

**Inspector Name:** Soheilifard, Saman

**Diary #:** 517

**Date:** 10-Jan-2014 **Friday**

I intimated that his treatment of me is not fair or just and that I was a target and being shown the door for the mere fact that I bring up issues that are not necessarily convenient for the management to hear. He continued to claim that he has to make hard decisions because he needs to reduce staff as decreed by the Upper management and it has nothing to do with my performance. It should be noted that the conversation with Bill Casey which is partially recanted herein, is but a very condensed version of the one that took place yesterday and again later in the evening today.

I got to the elev. 53 on the East shaft at about 13:00 at which time I saw a few people working in the dark below me. Although I could not hear Stuart over the noise and echo, I found out later that he was with Francisco and a few painters at El 33 at the time of my arrival to the East shaft. I just heard a voice billowing from the depth that Stuart is in the other shaft. That was a prank. They had tried to inform me of the prank (which I found out in a phone call a few hours later) but I had left the East shaft, already. Consequently, I went to the South shaft instead and saw open cans of Interzinc 52 at the entrance to the shaft at elev. 53. The paint fumes had completely filled this chamber of the Tower shaft. Having been told that the inspection would be a walk-through to determine the adequacy of paint repair, I did not have my respirator with me for I did not expect for the painters to be actively working during our inspection. I descended to elev. 33 where I was perched over a painter at who was at elev. 28 cleaning steel with MEK (Methyl Ethyl Ketone) the fumes of which had thoroughly permeated even the cell I occupied 5 meters above this painter. Realizing that it was a bad idea to stay there much longer, I immediately bailed to elev. 53 and left the site. I was overcome with the fumes to the point that when I sat on the chair in the elevator, I was sweating profusely as witnessed by the operator, Chris.

The small and utterly inadequate ventilation installed a couple of weeks ago were still inside the Tower. However, these units are totally useless as has been discussed in the past and are only in place to give an appearance of conformance to the safety standards and care for the safety of employees. In a conversation with Stuart Ross later in the day, I discovered that in the East shaft, the personnel were spot cleaning from elevation 47m to 28m. The inspection for the paint repair; however, was confined to elevation 33 to 38m, which he found acceptable. On the South shaft, he observed the SSPC SP1 cleaning underway from Elev. 43 to 28 (I had only observed it at elev. 28m prior to his inspection) and found the paint repair acceptable for the entire 15m length.